

3.88: Create a comfortable pedestrian-focused zone along The Strand from King Street to Point Lumley, limiting vehicular access where possible. Open alleyways and other east-west links between Union Street and the river.

Discuss: Ely

Comments

1. This is a highly dubious proposition, especially as it would impede access to the ODBC parking lot. (Ely)

4.1: Complete implementation of the City's Wayfinding Program to facilitate access to and throughout the planning area, to provide pedestrian and bicycle way-finding, and to direct motorists to parking garages.

Discuss: Lyle, Wood

Comments

1. Encourage bike use and parking away from the walkway (Lyle)
2. The current city's wayfinding program has yet to show success and shouldn't be emulated without empirical proof it works. (Wood)

4.2: Enhance the current carpool and bus ridership campaign.

Discuss: Ballard, Ely, Macek, Wood

Comments

1. I don't see the direct relevance to the plan, unless this is for employees of local businesses (Ballard)
2. What specific actions does this statement imply? To what extent would such actions reduce traffic and circulation problems within the waterfront area and elsewhere in Old Town. (Ely)
3. Also supports Plan Statement B1 (Macek)
4. Add, "Particularly as it applies to the employees of waterfront activities." This recommendation has marginal relevance to the waterfront, the tourists and business travelers who may come here, and the overall reduction of pedestrian traffic, particularly as it applies to development south of King Street (no busses transit this area in the core area). (Wood)

4.3: Explore signal timing adjustments and the addition of protected left turn movements on Washington Street.

Discuss: Ely, Olinger, Wood

Comments

1. This is a terrible idea that has absolutely no relationship to the waterfront plan. Washington Street should not become a superhighway moving commuters from south of Old Town to points north, and vice versa. (Ely)
2. The relevance to the Plan Area is distant at best. This recommendation should be removed. (Olinger)
3. Yes, but this recommendation has nothing to do with solving any relevant problem in the waterfront core area. (Wood)

4.4: Enlarging the pedestrian hub at King and Union Streets, by closing the unit block to most vehicular traffic, maintaining police, fire, EMS, and delivery, trolley and motorcoach access as necessary, and creating Fitzgerald Square to give pedestrians more room to congregate, but also allowing them a sense of where they are in relation to other points of interest along the waterfront;

Discuss: Ballard, Ely, Rhodeside, Wood

Comments

1. I think we need to look at this closely in terms of an alternate if Fitzgerald Square is taken out of the plan. What would we do differently at that intersection? (Ballard)
2. This is a highly dubious proposition, especially as it would impede access to the ODBC parking lot. Further, Fitzgerald Square should be dropped from the plan. (Ely)
3. Create a pedestrian focused publicly owned open space at the foot of King Street. (Rhodeside)
4. Our plan statements call for a significant public space at this location, not Fitzgerald Square (see E1, Public Realm - Foot of King). Fitzgerald Square as presented and detailed in the WFP depends on judicial reversal of federal court settlement with the Boat Club and reference to this entity misleads the public and their accurate understanding of the WFP. Further, it masks the very real work still to be done to present a feasible alternative to Fitzgerald Square in the plan. The other statements about amenities at this location are acceptable. (Wood)

4.5: Placing key destinations along the waterfront will help disperse pedestrians and vehicles both north and south of King Street;

Discuss: Ely, Rhodeside

Comments

1. True, but what are those "key destinations?" The devil is in the details. (Ely)
2. Locate focal point destinations (Rhodeside)

4.6: Implementing the Art Walk concept, as just an example, provides visual interest all along the riverside path, which will be physically continuous. It will give people more reason to move from King Street at Union Street and start their waterfront experience somewhere other than King and Union Streets.

Discuss: Ely, Macek, Rhodeside

Comments

1. The Art Walk concept is fine, provide the art is not tacky-tacky, but any "riverside path" must not intrude on privately owned riverfront land, such as the ODBC properties. In fact, there will be places along the riverfront where the riverside path will not be right at the river's edge, and that is okay. (Ely)
2. Also supports Plan Statement B1 (Macek)
3. Delete second sentence. (Rhodeside)

4.7: Implementing the adopted Wayfinding Program will guide pedestrians to key destinations; and

Discuss: Macek, Wood

Comments

1. Also supports Plan Statement B1 (Macek)
2. ?? (Wood)

4.8: Using pedestrian counters at strategic locations along the waterfront and frequent monitoring and tracking of the counts to enable adjustments when necessary to strategies designed to address pedestrian congestion.

Discuss: Ely, Lyle, Macek, Rhodeside

Comments

1. Leaving aside the practicality and accuracy of pedestrian counters, key to reducing pedestrian congestion, such as at King and Union, is not overloading the waterfront with traffic-generating development. The existing street and sidewalk grid must be honored to preserve Old Town's historic character. (Ely)
2. Union street traffic study is needed (Lyle)
3. Also supports Plan Statement B1 (Macek)
4. Pedestrian congestion is not a valid issue (Rhodeside)

4.9: To improve pedestrian safety in general and, in particular, between pedestrians and bicyclists and pedestrians and vehicles, the City regularly improves sidewalks, signs and markings, and installs ADA accessible ramps and encourages the use of City-designated bicycle routes by cyclists. Further, the Plan recommends pedestrian safety improvements at high-conflict intersections, with specific locations identified in Figure 37: Crash Map. In terms of pedestrian and vehicular conflicts, crash analysis shows that injuries tend to be minor because of the slow speeds occurring at the conflict intersections reflected in Figure 37.

Discuss: Ely, Lyle, Macek, Rhodeside, Wood

Comments

1. The devil is in the details. What would be the pedestrian safety improvements and what impact would they have on Old Town's visual aesthetic? An alternative is not to approve property developments that will increase sidewalk congestion at key intersections and times that already are oversaturated with people. (Ely)
2. Pedestrian/bicycle/traffic study at heavily used intersections (Lyle)
3. Also supports Plan Statement B1 (Macek)
4. Implement pedestrian safety improvements at high-conflict intersections. (Rhodeside)
5. Figure 37 indicates no crash occurrences south of King St on Union Street. That's the current state. But, with three hotels, cultural center, restaurants, etc. that this plan calls for in this area, the historical data behind Figure 37 is useless as a guide. With the actions described in 4.4 above, traffic to this area south of King St on Union will be forced to find alternate routes through Old Town's southeast quadrant. Further, traffic moving down Franklin to the river from Route 1 (the most likely arterial route) must proceed north on Union through Windmill Hill Park. Improvements to this park in the plan call for three traffic tables, removal of fence lines, and other enhancements to link this park more appropriately to the river activities (eg. kayak launch site). This whole stretch of Union is the primary route for bicycles moving from Jones Point to locations north. Pedestrian and bicyclist hazards must be mitigated, especially in this southeast area, in plan recommendations. (Wood)

4.10 Add pedestrian facilities including pedestrian signals where appropriate and accessible curb-ramps where missing.

Discuss: Ely, Wood

Comments

1. Presumably pedestrian signals mean traffic lights. The area east of Washington Street would not need more traffic lights if there is only a modest increase in occupied square footage east of Washington Street. (Ely)
2. Does this presuppose lights at intersections along Union? (Wood)

4.11: Implement pedestrian safety improvements at high-conflict intersections, with specific locations depicted in Figure 37: Crash Map.

Discuss: Ely, Wood

Comments

1. The devil is in the details. What would those safety improvements be and at what locations? (Ely)
2. See comments at 4.9 (Wood)

4.12: Accessible pedestrian infrastructure should be incorporated into new pedestrian facilities and the current practice of inclusion of the Commission on Persons with Disabilities at 30% design should be continued in the design of public infrastructure, public art and historic interpretation to make sure that persons who are vision, hearing and mobility impaired have full access to interior and exterior public resources, including the marina. Such access plans need to be coordinated with federal boat standards.

Discuss: Ely, Rhodeside

Comments

1. The proposed marina off the south Robinson Terminal is a non-starter so that aspect of this recommendation should be dropped. (Ely)
2. Needs major editing that just addresses incorporation of ADA into the design of pedestrian spaces. (Rhodeside)

4.13: Provide improved signage for bicyclists to help delineate the urban section of the Mount Vernon Trail.

Discuss: Ely, Lyle, Macek, Wood

Comments

1. The most important signage should be that traffic laws will be vigorously enforced against bicyclists, specifically the requirement that all bicycles, like cars, must stop at stop signs. (Ely)
2. Take thru bicycle traffic away from the waterfront (Lyle)
3. Add sentence, "Encourage through traffic to use Royal Street as a preferred route through Old Town." (Macek)
4. Yes, but "so what?" (Wood)

4.14: Implement a bike sharing station to connect the waterfront to a larger regional system that will extend the reach of transit and the parking system as part of a City-wide program.

Discuss: Ely, Lyle

Comments

1. More bike sharing means more bikes means more bike-pedestrian and bike- car conflicts, raising the injury rate for both bicyclists and pedestrians. (Ely)
2. preferably at metro stations (Lyle)

4.15: Rehabilitate and make surface improvements to the Mount Vernon Trail.

Discuss: Ely, Rhodeside

Comments

1. What does this entail and where would these improvements be? (Ely)
2. Collaborate with NPS. (Rhodeside)

4.16: Reconnect waterfront bicycle routes to Jones Point Park as part of the renovation efforts for that park.

Discuss:

Comments

4.17: Apply and enforce on and off road bicycle laws to help improve bicycle safety and minimize pedestrian and bicycle conflicts and vehicular and bicycle conflicts as recommended in the 2008 Pedestrian and Bicycle Mobility Plan.

Discuss: Ely, Ballard, Wood

Comments

1. We need to discuss the use of bikes on Union Street (Ballard)
2. Amen! The challenge is getting the police to enforce traffic laws against bicyclists. (Ely)
3. Our goal should be to design bike paths, pedestrian routes, and auto routes to eliminate conflicts. More traffic tickets is not a signal of success, necessarily. It may indicate a failure of design. None of our plan statements set this deconfliction between pedestrians and traffic as a clear, specific goal. (Wood)

4.18: Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near at the foot of King Street with more racks and/or covered bicycle shelters.

Discuss: Ely, Lyle

Comments

1. More bike racks will take space away from either cars and parking or sidewalks, further adding to street and sidewalk congestion. Also, the bike shelters could be unsightly. (Ely)
2. Away from the foot of King Street (Lyle)

4.19: Explore improved bicycle facilities on North Union Street and North Royal Street, as recommended in the 2008 Pedestrian and Bicycle Mobility Plan.

Discuss: Ely, Wood

Comments

1. More bike racks will take space away from either cars and parking or sidewalks, further adding to street and sidewalk congestion. Also, the bike shelters could be unsightly. (Ely)
2. Agree with intention but...North Royal is outside the Waterfront Plan Boundary. More importantly, there is no mention of improvements in the area of most likely increase in bicycle traffic, ie. The Strand. (Wood)

4.20: Continually assess existing transit service to determine where enhancements are needed.

Discuss: Ely, Wood

Comments

1. What specifics does this recommendation entail? (Ely)
2. Our plan statement, B1, calls for exploring additional options to move people or assist the movement of people from areas outside the core area to activities, not just special activities, inside the core area. None of the following statements (through 4.25) really address this idea. (Wood)

4.21: Consider transportation linkages between the waterfront, Braddock Road Metro, Potomac Yard and Del Ray as a long term goal.

Discuss: Ely, Rhodeside

Comments

1. The big question is what might those linkages be? Street cars, BRT, motorized trolleys. Over what routes? The devil is in the details. (Ely)
2. Add short term also. (Rhodeside)

4.22: Increase King Street trolley service between the King Street Metrorail station and the waterfront by decreasing headways and reinstating longer hours of operation.

Discuss: Ely, Wood

Comments

1. While this idea has a surface appeal, moving people faster to lower King Street may pull retail business away from shops further up King Street. (Ely)
2. There should be mention of north south service to waterfront activities along with east-west along King Street. (Wood)

4.23: In the short and mid-term explore use of shuttle and other short-distance transportation services for those utilizing remote parking facilities and Metro Stations during special events

Discuss: Wood

Comments

1. See 4.20 Comment (Wood)

4.24: Maintain turn-around area for trolleys at the foot of King Street.

Discuss: Ballard, Ely, Rhodeside, Wood

Comments

1. We need to discuss this in the event that Fitzgerald Square is taken out of the plan (Ballard)
2. This turnaround space would be just one element of the resign of traffic flows at the bottom of King Street. (Ely)
3. But perhaps not east of the Strand. (Rhodeside)
4. The foot of King Street is to be a significant public space, not a trolley turnaround point. A better traffic plan for trolleys must be found. One alternative may be to use City Hall square as a drop off point, left on Fairfax, back West on Cameron, finish at Metro (to include Braddock Metro in the future.) We have to relieve congestion at the foot of King Street. This drop off point is right at Ramsey house, supports the largest off and on load, and ties to public bus stops. (Wood)

4.25: As Plan implementation affects motorcoach parking needs and locations impacts, study and relocate locations as necessary.

Discuss: Ely, Rhodeside

Comments

1. Motorcoach parking needs are a huge, unaddressed aspect of the waterfront plan, especially if additional development along the waterfront increases the number of motorcoaches coming to the waterfront area. (Ely)
2. Identify motorcoach drop off and parking locations that are not in conflict with public or private facilities. (Rhodeside)

Design Guidelines (page 96): Curb cuts should not be located on any building and/or block frontages facing open space.

Discuss: Ely, Rhodeside, Wood

Comments

1. The implications of this policy statement need to be discussed. Specifically what blocks would be impacted by this statement. (Ely)
2. ??? (Rhodeside)
3. Do we really mean to say open space and proposed public space. Also, I disagree with this statement if it precludes the ODBC from using their parking lot or from reaching the water to launch their boats? (Wood)

Design Guidelines (page 101): "The streetscape and pedestrian experience along South Union Street, The Strand, Duke Street and Wolfe Street should be enhanced; in addition to special pavement, undergrounding utilities, street trees and appropriate light fixtures, and to enhance the views of the water, pedestrian access and porosity and reflect the historic orientation of buildings and alleyways:

- At least two midblock breaks between new buildings, with public space, including alleys and courtyards shall be provided extending from South Union Street to The Strand;
- A third alleyway between 10 Prince Street and 204 South Union Street shall be opened, with new infill construction permitted, provided that it creates an open, transparent space reflecting the historic alley in that location.
- Access to uses within the alleys and courtyards is essential to the pedestrian experience;

Discuss: Ely, Macek, Wood

Comments

1. This is a very broad statement with potentially deleterious implications. If there was ever a situation where the devil is in the details, this is it. (Ely)
2. Also supports Plan Statement B1. (Macek)
3. Third bullet regarding 10 Prince St and 204 South Union does not apply in this area, ie. Duke Street to Wolfe. (Wood)

Design Guidelines (pg 101): Curb cuts should not be located on any building and/or block frontages facing open space.

Discuss: Ely, Rhodeside, Wood

Comments

1. The implications of this policy statement need to be discussed. Specifically what blocks would be impacted by this statement. (Ely)
2. ??? (Rhodeside)
3. Do we really mean to say open space and proposed public space? Also, I disagree with this statement if it precludes the ODBC from using their parking lot or from reaching the water to launch their boats. (Wood)

Design Guidelines (pg 96): An extension of The Strand from Duke Street is strongly encouraged, with a pedestrian-only connection at the The Strand/Wolfe Street intersection to buffer the Harborside community.

Discuss: Ely

Comments

1. This proposal needs to be evaluated in the context of the eventual land-use decisions made for that site, including any portion of it which might become parkland. (Ely)

Design Guidelines (pg 96): A new east-west connection north of Wolfe Street between South Union Street and the pier is strongly encouraged.

Discuss: Ely, Wood

Comments

1. Unclear...which pier? RTS, relocated commercial pier, proposed Marina pier(s) (Wood)
2. What pier is being referred to here? (Ely)

Design Guidelines (pg 102): Curb cuts should not be located on any building and/or block frontages facing the water or South Union Street, and should be minimized if facing residences along Wolfe Street.

Discuss: Ely, Rhodeside, Wood

Comments

1. A map should be provided showing the affected blocks of this recommendation. (Ely)
2. ??? (Rhodeside)
3. I believe we are prescribing curb cuts only along Duke St or Prince St in the area of the Strand. If this is what we mean, then say it. (Wood)

Design Guidelines pg92: The streetscape and pedestrian experience along North Union Street should be enhanced; in addition to special pavement, underground utilities, street trees and appropriate light fixtures, Union Street should present an obvious continuation of pedestrian access between open space areas to the north and south and be improved with, at minimum, wide sidewalks, landscaping, and special street paving.

Discuss: Ely, Rhodeside, Wood

Comments

1. Where would the wide sidewalks be and what property would they encroach upon? (Ely)
2. Add sustainable design treatment. (Rhodeside)
3. How far up North Union? Only within the Waterfront core? All the way to the Metal Worker's building? I am in agreement with all enhancements on Union but such enhancements make this single North-South route along the river less and less able to handle the traffic generated by 4 hotels, increased marina and harbor traffic, etc. This simply argues for managing capacity, in all its varieties, in this area very intensely. (Wood)

Design Guidelines (page 101): Curb cuts should not be located on any building and/or block frontages facing the water or North Union Street, and should be minimized if facing open space along Oronoco Street.

Discuss: Ely, Wood

Comments

1. A map should be provided showing the affected blocks of this recommendation. (Ely)
2. How do you park, how do you catch a cab, how do you drop off bags, etc. at the proposed hotel at RTN without using Oronoco. (Wood)

Restaurant/Hotel/Commercial Uses Policy (pg85): [Review] The extent to which the hotel provides incentives for employees who are able to use transit.

Discuss: Ely, Lyle, Rhodeside

Comments

1. This statement begs the question of whether there should be hotels on or near the waterfront. (Ely)
2. Should be encouraged (Lyle)
3. ??? (Rhodeside)

Restaurant/Hotel/Commercial Uses Policy pg 85: [Review] The potential for undue congestion of pedestrians or vehicles [in relationship to the approval of Restaurants].

Discuss: Ely, Rhodeside

Comments

1. This begs the question of how much additional restaurant space should be approved for the waterfront area. (Ely)
2. ??? (Rhodeside)

Restaurant/Hotel/Commercial Uses Policy (pg 85): [Review] The extent to which the hotel provides incentives for employees who are able to use transit.

Discuss: Ely, Lyle, Rhodeside

Comments

1. This statement begs the question of whether there should be hotels on or near the waterfront. (Ely)
2. Should be encouraged (Lyle)
3. ??? (Rhodeside)

Restaurant/Hotel/Commercial Uses Policy (pg85): [Review] The potential for undue congestion of pedestrians or vehicles [in relationship to the approval of Hotels].

Discuss: Ely

Comments

1. This statement begs the question of whether there should be hotels on or near the waterfront. (Ely)
2. If hotels are an appropriate use, how many should be permitted and how large may they be? The neighborhood is already congested. Does the Waterfront Restaurant Hotel Policy provide sufficient safeguards to limit possible further negative impacts from these uses? (Olinger)
3. ??? (Rhodeside)

NEW RECOMMENDATIONS:

New Recommendation to come after 4.3

Need new recommendation calling for traffic study along Union Street Corridor. "A Transportation Management Plan that comprehensively addresses parking, motor coach, freight loading, and other impacts along the Union Street corridor should be completed prior to approval of any new development." (Macek)

A Union Street Traffic Study has been proposed and needs to be added to the recommendations. In addition to passenger cars, the study needs to consider the impact that more delivery trucks, tour buses, taxi stands on congestion in general and on livability in the surrounding neighborhoods. (Olinger)